



Table of Contents

Volume I

Executive Summary	ES-1
Chapter 1.0 Purpose and Need	1-1
1.1 Purpose of the Project	1-1
1.2 Project History	1-3
1.3 Corridor Setting	1-5
1.3.1 Existing Land Use	1-6
1.3.2 Traffic Conditions	1-8
1.3.3 Existing Transit Service	1-9
1.3.4 Changing Land Use Patterns	1-13
1.3.5 Population and Employment Growth	1-13
1.3.6 Transit Service Markets	1-14
1.3.7 Access for Transit-Dependent Populations	1-15
1.3.8 Transit System Connectivity	1-15
1.4 Need for the Project	1-16
1.4.1 Need for Faster and More Reliable Transit Service	1-16
1.4.2 Need for More Direct Transit Connections to Metrorail	1-16
1.4.3 Need for Better Connectivity to the Communities In Between the Metrorail Lines	1-16
Chapter 2.0 Alternatives Considered	2-1
2.1 Alternatives Development and Evaluation	2-1
2.1.1 Initiation of AA/DEIS	2-2
2.1.2 Scoping and Alternatives Development	2-2
2.1.3 Screening of Alternatives	2-4
2.1.4 Alternatives Evaluated in the AA/DEIS	2-5
2.2 The Locally Preferred Alternative	2-11
2.2.1 Description of the Locally Preferred Alternative (2009)	2-12
2.2.2 Refinements to the Locally Preferred Alternative (2009–2012)	2-13
2.2.3 Additional Refinements to the Alignments (post-August 2012)	2-17
2.2.4 Refinement Options Evaluated but Not Selected	2-18
2.3 Alternatives Evaluated in the FEIS	2-18
2.3.1 No Build Alternative	2-18
2.3.2 Preferred Alternative	2-20
Chapter 3.0 Transportation Effects	3-1
3.1 Public Transportation	3-1
3.1.1 Introduction	3-1
3.1.2 Affected Environment	3-2
3.1.3 No Build Alternative	3-2
3.1.4 Preferred Alternative	3-3

3.2	Roadways	3-8
3.2.1	Introduction	3-8
3.2.2	Affected Environment.....	3-8
3.2.3	No Build Alternative	3-10
3.2.4	Preferred Alternative.....	3-10
3.3	Pedestrian and Bicycle Facilities	3-13
3.3.1	Introduction	3-13
3.3.2	Affected Environment.....	3-13
3.3.3	No Build Alternative	3-13
3.3.4	Preferred Alternative.....	3-13
3.4	Parking Facilities.....	3-14
3.4.1	Introduction	3-14
3.4.2	Affected Environment.....	3-15
3.4.3	No Build Alternative	3-15
3.4.4	Preferred Alternative.....	3-15
3.5	Railroad Facilities and Operations	3-17
3.5.1	Introduction	3-17
3.5.2	Affected Environment.....	3-17
3.5.3	No Build Alternative	3-17
3.5.4	Preferred Alternative.....	3-17
3.6	Aviation Facilities and Operations	3-18
3.6.1	Introduction	3-18
3.6.2	Affected Environment.....	3-18
3.6.3	No Build Alternative	3-18
3.6.4	Preferred Alternative.....	3-18
3.7	Safety and Security	3-19
3.7.1	Introduction	3-19
3.7.2	No Build Alternative	3-19
3.7.3	Preferred Alternative.....	3-21
3.8	Minimization and Mitigation	3-23
Chapter 4.0	Environmental Resources, Impacts, and Mitigation	4-1
4.1	Overview and Summary of Effects.....	4-1
4.1.1	No Build Alternative	4-2
4.1.2	Impacts of No Build Alternative.....	4-2
4.1.3	Preferred Alternative.....	4-4
4.2	Land Use, Public Policy, and Zoning	4-5
4.2.1	Regulatory Context and Methodology.....	4-5
4.2.2	Affected Environment.....	4-14
4.2.3	Preferred Alternative.....	4-20
4.3	Neighborhoods and Community Facilities.....	4-24
4.3.1	Regulatory Context and Methodology.....	4-24
4.3.2	Affected Environment.....	4-25
4.3.3	Preferred Alternative.....	4-28
4.4	Property Acquisitions and Displacements	4-33
4.4.1	Regulatory Context and Methodology.....	4-33
4.4.2	Affected Environment.....	4-34
4.4.3	Preferred Alternative.....	4-34

4.5	Economic Activity	4-38
4.5.1	Regulatory Context and Methodology	4-39
4.5.2	Affected Environment	4-39
4.5.3	Preferred Alternative	4-45
4.6	Parks, Recreational Land, and Open Space.....	4-49
4.6.1	Regulatory Context and Methodology	4-49
4.6.2	Affected Environment	4-50
4.6.3	Preferred Alternative	4-51
4.7	Built Historic Properties	4-59
4.7.1	Regulatory Context and Methodology	4-59
4.7.2	Affected Environment	4-62
4.7.3	Preferred Alternative	4-62
4.8	Archeological Resources	4-76
4.8.1	Regulatory Context and Methodology	4-76
4.8.2	Preferred Alternative	4-77
4.9	Visual Resources	4-77
4.9.1	Regulatory Context and Methodology	4-78
4.9.2	Affected Environment	4-79
4.10	Air Quality	4-93
4.10.1	Regulatory Context and Methodology	4-93
4.10.2	Affected Environment	4-96
4.10.3	Preferred Alternative	4-97
4.11	Noise	4-101
4.11.1	Introduction	4-101
4.11.2	Affected Environment	4-102
4.11.3	Preferred Alternative	4-107
4.12	Vibration	4-109
4.12.1	Introduction	4-109
4.12.2	Affected Environment	4-111
4.12.3	Preferred Alternative	4-112
4.13	Habitat and Wildlife.....	4-113
4.13.1	Regulatory Context and Methodology	4-114
4.13.2	Affected Environment	4-115
4.13.3	Preferred Alternative	4-117
4.14	Water Resources.....	4-120
4.14.1	Regulatory Context and Methodology	4-120
4.14.2	Affected Environment	4-121
4.14.3	Preferred Alternative	4-127
4.15	Topography, Geology, and Soils	4-130
4.15.1	Regulatory Context and Methodology	4-130
4.15.2	Affected Environment	4-131
4.15.3	Preferred Alternative	4-132
4.16	Hazardous Materials	4-133
4.16.1	Regulatory Context and Methodology	4-133
4.16.2	Affected Environment	4-134
4.16.3	Preferred Alternative	4-134

4.17	Utilities	4-139
4.17.1	Regulatory Context and Methodology.....	4-139
4.17.2	Affected Environment.....	4-139
4.17.3	Preferred Alternative.....	4-139
4.18	Energy Use	4-140
4.18.1	Regulatory Context and Methodology.....	4-140
4.18.2	Affected Environment.....	4-141
4.18.3	Preferred Alternative.....	4-142
4.19	Environmental Justice.....	4-143
4.19.1	Introduction and Regulatory Overview	4-143
4.19.2	Methodology	4-143
4.19.3	Environmental Justice Populations in the Study Area	4-144
4.19.4	Public Involvement.....	4-150
4.19.5	Preferred Alternative.....	4-153
4.19.6	Assessment of Potential for "Disproportionally High and Adverse Effects" on Minority and Low-Income Populations	4-167
4.20	Commitments.....	4-169
4.21	Irreversible and Irretrievable Commitment of Resources	4-174
4.21.1	Short-term Effects/Long-term Benefits.....	4-175
4.22	Anticipated Permits and Approvals	4-175

Chapter 5.0 Overview of Construction Activities5-1

5.1	Construction Schedule	5-1
5.2	Summary of Activities by Construction Area	5-2
5.2.1	Construction Area 1: Bethesda Metro Station to East of Jones Mill Road	5-6
5.2.2	Construction Area 2: East of Jones Mill Road to East of Lyttonsville Place	5-6
5.2.3	Construction Area 3: East of Lyttonsville Place to West of Georgia Avenue	5-6
5.2.4	Construction Area 4: West of Georgia Avenue to University Boulevard—Route 193/Piney Branch Road—Route 320.....	5-8
5.2.5	Construction Area 5: University Boulevard to west of West Campus Drive Station.....	5-9
5.2.6	Construction Area 6: West of West Campus Dr. Station to Rossborough Lane	5-10
5.2.7	Construction Area 7: Rossborough Lane to East of Haig Drive	5-11
5.2.8	Construction Area 8: East of Haig Drive to Veterans Parkway	5-12
5.2.9	Construction Area 9: Veterans Parkway to New Carrollton Station	5-13
5.2.10	Construction Area 10: Lyttonsville Yard.....	5-13
5.2.11	Construction Area 11: Glenridge Maintenance Facility.....	5-13
5.3	Transportation Management Plan.....	5-14
5.4	Environmental Compliance Plan.....	5-15

Chapter 6.0 Draft Section 4(f) Evaluation6-1

6.1	Methodology	6-2
6.1.1	Definition of Section 4(f) Uses	6-3
6.1.2	Individual Section 4(f) Evaluation	6-3
6.1.3	Temporary Occupancy Exception.....	6-4
6.1.4	<i>De minimis</i> Use	6-4
6.1.5	Constructive Use	6-5

6.2	Purpose and Need	6-5
6.2.1	Need for Faster and More Reliable Transit Service	6-5
6.2.2	Need for More Direct Transit Connections to Metrorail	6-5
6.2.3	Need for Better Connectivity to the Communities In Between the Metrorail Lines	6-6
6.3	Description of the Preferred Alternative	6-6
6.3.1	Preferred Alternative	6-6
6.3.2	Refinements since the AA/DEIS and Preliminary Section 4(f) Evaluation	6-20
6.4	Section 4(f) Properties	6-22
6.4.1	Publicly Owned Parks and Recreational Areas	6-27
6.4.2	Historic Properties	6-60
6.4.3	Corridor-wide Least Overall Harm Analysis	6-91
6.5	Coordination	6-96
6.5.1	Park Agency Coordination	6-96
6.6	Determination of Section 4(f) Use	6-97
Chapter 7.0	Indirect and Cumulative Effects.....	7-1
7.1	Methodology	7-1
7.1.1	Identify Resources of Interest	7-2
7.1.2	Establish Geographic and Temporal Boundaries	7-2
7.1.3	Past, Present, and Reasonably Foreseeable Future Projects	7-5
7.2	Indirect Effects Assessment.....	7-6
7.2.1	Bethesda Station	7-11
7.2.2	Chevy Chase Lake Station	7-11
7.2.3	Lyttonsville Station	7-11
7.2.4	Woodside/16th Street Station	7-12
7.2.5	Silver Spring Transit Center and Silver Spring Library Stations	7-12
7.2.6	Dale Drive	7-12
7.2.7	Manchester Place Station	7-13
7.2.8	Long Branch and Piney Branch Road Stations	7-13
7.2.9	Takoma/Langley Transit Center and Riggs Road Stations	7-14
7.2.10	Adelphi Road/West Campus, UM Campus Center, and East Campus Stations	7-15
7.2.11	College Park and M Square Stations	7-15
7.2.12	Riverdale Park Station	7-15
7.2.13	Beacon Heights Station	7-16
7.2.14	Annapolis Road/Glenridge Station.....	7-16
7.2.15	New Carrollton Station	7-17
7.3	Cumulative Effects Assessment	7-18
7.3.1	Neighborhoods and Community Facilities and Services	7-18
7.3.2	Parks and Recreation Facilities	7-19
7.3.3	Cultural Resources	7-19
7.3.4	Forests	7-20
7.3.5	Floodplains.....	7-21
7.3.6	Water Quality.....	7-21
7.3.7	Wetlands	7-22
7.4	Environmental Justice	7-23

Chapter 8.0 Public Involvement and Agency Outreach.....8-1

8.1	Public Involvement Program.....	8-1
8.1.1	Open Houses	8-1
8.1.2	Community Focus Groups	8-2
8.1.3	Neighborhood Work Groups	8-2
8.1.4	Newsletters, Fact Sheets, Brochures, and Electronic Media	8-3
8.1.5	General Community Outreach/Neighborhood Events	8-3
8.1.6	Targeted Outreach for Specific Issues	8-3
8.2	Outreach to Traditionally Under-represented Stakeholders	8-4
8.2.1	Hispanic Community	8-4
8.2.2	Small Businesses	8-5
8.3	Local Jurisdiction Coordination	8-5
8.3.1	Project Team Meetings.....	8-5
8.4	Agency Coordination	8-6
8.5	Public Hearings and Comment Period on the AA/DEIS.....	8-7

Chapter 9.0 Evaluation of Alternatives9-1

9.1	Effectiveness in Meeting the Purpose and Need.....	9-1
9.1.1	Provide Faster, More Direct, and More Reliable East-West Transit Service	9-1
9.1.2	Provide Better Connections to Metrorail Services Located in the Corridor	9-3
9.1.3	Improve Connectivity to the Communities in the Corridor Between the Metrorail Lines	9-3
9.2	Balancing Benefits and Effects	9-4
9.3	Equity	9-5
9.3.1	Service Equity	9-6
9.3.2	Financial Equity	9-6
9.3.3	Environmental Equity	9-6

Figures

Figure 1-1.	Project Area	1-2
Figure 1-2.	Georgetown Branch Interim Trail	1-4
Figure 1-3.	Purple Line Connections to Metrorail and MARC.....	1-10
Figure 1-4.	Existing East-West Bus Service.....	1-12
Figure 2-1.	Medium Investment BRT Option 1	2-7
Figure 2-2.	Medium Investment BRT Option 2	2-8
Figure 2-3.	Comparison of Bethesda Central Business District and WRNMMC Travel Markets.....	2-9
Figure 2-4.	Bethesda Station, Trail, and Connections to Metrorail Station under the LPA	2-12
Figure 2-5.	Purple Line Preferred Alternative	2-21
Figure 2-6.	Typical Section in Georgetown Branch Right-of-way.....	2-22
Figure 2-7.	CSXT Right-of-Way Typical Section, Looking Southeast.....	2-23
Figure 2-8.	Wayne Avenue Typical Section, Looking East	2-24
Figure 2-9.	University Boulevard Typical Section, Looking East.....	2-24
Figure 2-10.	Veterans Parkway Typical Section, Looking East	2-26

Figure 2-11. Capital Crescent Trail with Access Points	2-26
Figure 2-12. Bethesda Station	2-28
Figure 2-13. Typical Center Platform Station	2-30
Figure 2-14. Typical Side Platform Station	2-30
Figure 2-15. Green Tracks with Grass	2-32
Figure 2-16. Lyttonsville Yard	2-33
Figure 2-17. Glenridge Maintenance Facility	2-33
Figure 2-18. Auto Tensioned Catenary System	2-34
Figure 2-19. Fixed-Termination Single Contact Wire Sharing a Pole with Street Lights	2-34
Figure 4-1. Existing Land Use and Planned Development	4-15
Figure 4-2. Study Area consisting of 16 Neighborhoods	4-25
Figure 4-3. Parks, Recreational Lands, and Open Space within the Study Area	4-53
Figure 4-4. Maryland Historical Trust/National Register Eligible or Listed Properties	4-63
Figure 4-5. Georgetown Branch Interim Trail	4-79
Figure 4-6. Columbia Country Club Looking North from the Georgetown Branch Interim Trail	4-79
Figure 4-7. Rock Creek Bridge	4-79
Figure 4-8. Rock Creek Stream Valley Park Looking South from the Georgetown Branch Interim Trail	4-79
Figure 4-9. CSX Corridor along Talbot Avenue—Rosemary Hills Elementary School in Background	4-80
Figure 4-10. Wayne Avenue	4-81
Figure 4-11. University Boulevard at New Hampshire Avenue	4-81
Figure 4-12. Campus Drive in University of Maryland	4-82
Figure 4-13. M Square Research Park	4-82
Figure 4-14. Near Riverdale Park Looking East at the Intersection of Kenilworth Avenue and East West Highway	4-83
Figure 4-15. Baltimore-Washington Parkway over Riverdale Road	4-83
Figure 4-16. Beacon Heights	4-83
Figure 4-17. IRS Financial Service Center on Ellin Road	4-84
Figure 4-18: Capital Crescent Trail	4-85
Figure 4-19. Rock Creek Bridges	4-86
Figure 4-20. Lyttonsville Station with Operations Building in the Background	4-86
Figure 4-21. Silver Spring Transit Center Station	4-87
Figure 4-22. Relocated UMD "M"	4-88
Figure 4-23. Riverdale Park Station	4-89
Figure 4-24. Baltimore Washington Parkway Bridge	4-89
Figure 4-25. Beacon Heights Station	4-90
Figure 4-26. Noise Impact Criteria for Transit Projects	4-102
Figure 4-27. Representative Noise and Vibration Monitoring and Assessment Locations	4-103
Figure 4-28. Wetlands, Waterways, and Floodplains	4-123
Figure 4-29. Properties with Medium/High Potential for Concern	4-137
Figure 4-30. Consumption of Total Energy by Sector, 2009, U.S. and Maryland	4-141
Figure 4-31. Maryland Transportation Energy Consumption Estimates, 2009	4-141
Figure 4-32. Environmental Justice Populations within Study Area by Block Group	4-151
Figure 5-1. Example of Pile Driving Equipment	5-5
Figure 5-2. Example of Bridge over Roadway with a Crane	5-5
Figure 5-3. Examples of Site Grading and Equipment	5-5

Figure 5-4. Example of Road Cut for Track Installation	5-5
Figure 5-5. MSE Retaining Wall Construction	5-5
Figure 5-6. Construction Area 1	5-7
Figure 5-7. Construction Area 2	5-7
Figure 5-8. Construction Area 3	5-8
Figure 5-9. Construction Area 4	5-9
Figure 5-10. Construction Area 5	5-10
Figure 5-11. Construction Area 6	5-11
Figure 5-12. Construction Area 7	5-12
Figure 5-13. Construction Area 8	5-13
Figure 5-14. Construction Area 9	5-14
Figure 6-1. Purple Line Preferred Alternative	6-7
Figure 6-2. Typical Section in Georgetown Branch Right-of-way	6-8
Figure 6-3. CSXT Right-of-Way Typical Section, Looking Southeast	6-8
Figure 6-4. Wayne Avenue Typical Section, Looking East	6-8
Figure 6-5. University Boulevard Typical Section, Looking East	6-9
Figure 6-6. Veterans Parkway Typical Section, Looking East	6-10
Figure 6-7. Bethesda Station	6-11
Figure 6-8. Typical Center Platform Station	6-13
Figure 6-9. Typical Side Platform Station	6-13
Figure 6-10. Green Tracks with Grass	6-15
Figure 6-11. Lyttonsville Yard	6-16
Figure 6-12. Glenridge Maintenance Facility	6-17
Figure 6-13. Auto Tensioned Catenary System	6-18
Figure 6-14. Fixed-Termination Single Contact Wire Sharing a Pole with Street Lights	6-18
Figure 6-15. Section 4(f) Properties within the Study Area	6-23
Figure 6-16. Elm Street Urban Park Playground	6-28
Figure 6-17. Elm Street Urban Park	6-29
Figure 6-18. Rock Creek Stream Valley Park and Rock Creek National Recreational Trail	6-31
Figure 6-19. Sligo Creek Stream Valley Park Playground	6-32
Figure 6-20. Sligo Creek Stream Valley Park and Sligo Creek National Recreational Trail	6-33
Figure 6-21. Long Branch Community Center	6-34
Figure 6-22. Long Branch Local Park	6-35
Figure 6-23. Long Branch Local Park Avoidance Alternatives—Tunnel Options	6-39
Figure 6-24. Long Branch Local Park Avoidance Alternatives—Surface Option	6-40
Figure 6-25. Long Branch Stream Valley and Long Branch Local Parks	6-43
Figure 6-26. New Hampshire Estates Neighborhood Park Playground	6-44
Figure 6-27. New Hampshire Estates Neighborhood Park	6-45
Figure 6-28. Northwest Branch Trail	6-46
Figure 6-29. Northwest Branch Stream Valley Park and Northwest Branch Trail	6-47
Figure 6-30. Anacostia River Stream Valley Park	6-49
Figure 6-31. Anacostia River Stream Valley Park and Northeast Branch Trail	6-50
Figure 6-32. Baltimore-Washington Parkway Bridge	6-51
Figure 6-33. Baltimore-Washington Parkway Park Use	6-53
Figure 6-34. Glenridge Community Park Picnic Area	6-54

Figure 6-35. Glenridge Community Park.....	6-55
Figure 6-36. Glenridge Community Park Avoidance Alternatives	6-57
Figure 6-37. West Lanham Hills Recreational Building	6-60
Figure 6-38. West Lanham Hills Neighborhood Recreation Center	6-61
Figure 6-39. Columbia Country Club Clubhouse	6-62
Figure 6-40. Columbia Country Club	6-64
Figure 6-41: Rock Creek Park Montgomery County Survey Area	6-66
Figure 6-42. Baltimore-Washington Parkway Historic Use.....	6-69
Figure 6-43. Baltimore-Washington Parkway Bridge Abutment.....	6-70
Figure 6-44. Sligo Creek Parkway	6-71
Figure 6-45. B&O Railroad	6-72
Figure 6-46. Metropolitan Branch, B&O Railroad	6-74
Figure 6-47. Metropolitan Branch and Talbot Avenue Bridge Avoidance Alternatives	6-79
Figure 6-48. Talbot Avenue Bridge	6-80
Figure 6-49. Bridge M-85, Talbot Avenue Bridge	6-82
Figure 6-50 Falkland Apartments.....	6-84
Figure 6-51. Falkland Apartments	6-85
Figure 6-52. Falkland Apartments Avoidance Alternatives	6-87
Figure 6-53. University of Maryland College Park	6-89
Figure 6-54. Campus Drive, University of Maryland.....	6-90
Figure 7-1. Indirect and Cumulative Effects Geographic Boundaries and Projected Growth Areas	7-3

Tables

Table 1-1. Purple Line History Timeline	1-6
Table 1-2. Annual Average Daily Traffic Levels and Levels of Service	1-9
Table 1-3. Average Scheduled Transit Travel Times on Existing Services during Peak Hours, 2012	1-11
Table 1-4. Daily Metrorail Boardings in Purple Line Corridor, 2010	1-13
Table 1-5. Population and Employment Forecasts at Regional Activity Centers	1-14
Table 1-6. Households with No Vehicle Available, 2010	1-15
Table 2-1. BRT and LRT Alternatives Evaluated in the AA/DEIS, 2008.....	2-5
Table 2-2. Transportation Projects in the CLRP	2-19
Table 2-3. Summary of Preferred Alternative	2-20
Table 2-4. Station Summary	2-31
Table 2-5. Approximate Span of Service	2-35
Table 3-1. Total Daily Regional Transit Trips, 2030/2040	3-4
Table 3-2. Regional Transit Trips.....	3-4
Table 3-3. Year 2030/2040 Daily Purple Line Boardings	3-5
Table 3-4. Year 2030/2040 Daily Purple Line Boardings by Station	3-6
Table 3-5. Year 2030/2040 Daily Systemwide Passenger Travel Benefits.....	3-7
Table 3-6. Levels of Service at Intersections along the Alignment that would operate at or Exceeding Capacity in 2040	3-9
Table 3-7. Traffic Diversion under the Preferred Alternative	3-11

Table 3-8. Regional Daily Vehicle Trips.....	3-11
Table 3-9. Change in Vehicle Trips in the Corridor where the Change Is Appreciable, Compared to No Build Alternative	3-12
Table 3-10. Vehicle Miles Traveled.....	3-12
Table 3-11. Parking Spaces Permanently Removed under the Preferred Alternative.....	3-15
Table 3-12. Temporary Removal of Parking Spaces under the Preferred Alternative.....	3-16
Table 4-1. Summary of Effects—Minimization and Mitigation	4-6
Table 4-2. Planned Developments.....	4-19
Table 4-3. Planning Areas and Associated Plans.....	4-21
Table 4-4. Proposed Traction Power Substation Locations and Existing Land Uses	4-23
Table 4-5. Community Facilities within the Study Area, by Neighborhood.....	4-29
Table 4-6. Long- and Short-term Effects to Community Facilities, by Neighborhood.....	4-32
Table 4-7. Partial and Full Property Acquisitions, Preferred Alternative	4-35
Table 4-8. Residential Displacements by Neighborhood.....	4-37
Table 4-9. Commercial Displacements by Neighborhood.....	4-37
Table 4-10. Institutional Displacements by Neighborhood	4-38
Table 4-11. 2000 and 2010 Employment Trends by Area of Residence	4-40
Table 4-12. Employment Projections by Job Location	4-42
Table 4-13. Employment Projections by Employment Category and Geographic Area, 2010–2040	4-43
Table 4-14. Median Household Income, 1999–2010.....	4-44
Table 4-15. Regional Operations and Maintenance Jobs, Earnings, and Output Created Annually by the Preferred Alternative	4-46
Table 4-16. Tax Revenue Effects Resulting from Preferred Alternative Displacements	4-46
Table 4-17. Regional Jobs, Earnings, and Output Created by Capital Expenditures of the Preferred Alternative	4-48
Table 4-18. Park Size, Location, and Description	4-57
Table 4-19. Long-term and Short-term Effects.....	4-58
Table 4-20. Eligible/Listed Historic Properties within the Purple Line APE	4-67
Table 4-21. Summary of Effects to Eligible/Listed Historic Properties.....	4-69
Table 4-22. Summary of Visual Effects	4-91
Table 4-23. National Ambient Air Quality Standards for Criteria Pollutants	4-94
Table 4-24. Maximum Monitored Pollutant Concentrations (2009 to 2011)	4-97
Table 4-25. Mesoscale Pollutant Emissions	4-98
Table 4-26. Microscale CO Emissions	4-98
Table 4-27. Vehicle Miles Traveled under the No Build and Preferred Alternatives	4-99
Table 4-28. Annual Greenhouse Gas Emissions	4-100
Table 4-29. Predicted Project Noise Impacts	4-108
Table 4-30. Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment.....	4-110
Table 4-31. Impacted Property Locations	4-112
Table 4-32. Fish and Macroinvertebrate Community and Physical Habitat Data in Study Area Watersheds ..	4-116
Table 4-33. Forest Impacts of the Preferred Alternative.....	4-117
Table 4-34. Summary of FIDS Habitat Impacts of the Preferred Alternative	4-118
Table 4-35. Summary of Impacts to Waters of the U.S. and Wetlands	4-127
Table 4-36. 100-Year Floodplain Impacts per Stream System (Acres)	4-128
Table 4-37. Characteristics of the Naturally Occurring Soils within the Study Area	4-131

Table 4-38. Potential for Concern—Ranking Criteria and Number of Sites within Study Area	4-135
Table 4-39. Summary of Potential Concerns Associated with Property Acquisition	4-138
Table 4-40. Summary of Additional Sampling and Data Collection Activities	4-138
Table 4-42. Indirect Energy Consumption	4-142
Table 4-41. Direct Transportation Energy Consumption, 2040	4-142
Table 4-43. DHHS Poverty Guidelines	4-144
Table 4-44. Race and Ethnicity in Region	4-145
Table 4-45: Low Income Percentages in the Region.....	4-146
Table 4-46: Minority and Poverty Characteristics by Census Tract and Block Group	4-146
Table 4-47: Community Outreach Techniques and Objectives.....	4-152
Table 4-48: EJ Community Concerns and MTA Actions and Responses	4-154
Table 4-49. Ridership Projections.....	4-156
Table 4-50. Distribution of Community Facility Impacts.....	4-161
Table 4-51. Distribution of Residential and Commercial Displacements	4-161
Table 4-52. Potential Noise Impacts of the Preferred Alternative	4-163
Table 4-53. Potential Vibration Impacts of the Preferred Alternative	4-163
Table 4-54. Anticipated Permits and Approvals Required for the Preferred Alternative	4-176
Table 5-1. Typical Construction Activities.....	5-2
Table 5-2. Elements of Construction Areas 1 Through 9	5-3
Table 6-1. Summary of Preferred Alternative	6-6
Table 6-2. Station Summary	6-14
Table 6-3. Approximate Span of Service	6-19
Table 6-4. Section 4(f) Properties Identified in the AA/DEIS Not Used by the Preferred Alternative	6-20
Table 6-5. Section 4(f) Properties Evaluated in this Chapter	6-22
Table 6-6. Summary of Preferred Alternative Park Uses/Impacts.....	6-27
Table 6-7. Summary of Preferred Alternative Historic Sites Uses/Impacts.....	6-62
Table 6-8. Least Harm Analysis Factors	6-93
Table 7-1. Area Population Trends, 1940 to 2010	7-4
Table 7-2. Area Population Projections, 2010 to 2040	7-4
Table 7-3. Overall Cumulative Effects Study Area 2010-2040 Population and Employment Projections.....	7-5
Table 7-4. Present and Reasonably Foreseeable Future Projects within the Indirect and Cumulative Effects Study Area.....	7-7
Table 7-5. Present and Reasonably Foreseeable Future Public Projects within the Cumulative Effects Study Area outside the Indirect Effects Study Area	7-9
Table 7-6. Change in Forested Land within the Cumulative Effects Study Area	7-20
Table 7-7. Potential Cumulative Effects to Forested Land	7-20
Table 7-8. Potential Cumulative Effects to Floodplains	7-21
Table 7-9. Wetland Status and Trends of Tributary Basins within Cumulative Effects Study Area between 1991 and 2000	7-22
Table 7-10. Potential Cumulative Effects to Wetlands	7-22
Table 7-11. Environmental Justice Characteristics in the Cumulative Effects Study Area	7-23
Table 8-1. Summary of AA/DEIS Public Comments	8-7
Table 9-1. Comparative Summary of Transportation Conditions, 2040	9-2

Appendices

- Appendix A AA/DEIS Comments and Responses
- Appendix B List of Preparers
- Appendix C List of FEIS Recipients
- Appendix D References
- Appendix E Glossary of Terms
- Appendix F List of Acronyms and Abbreviations
- Appendix G Agency Correspondence
- Appendix H Draft Section 106 Programmatic Agreement
- Appendix I Section 4(f) Evaluation Materials

Volume II

- Conceptual Engineering Plans
- Environmental Resource Mapping